

DELTA 737 PA-LOD PRACTICE EXAM (SAMPLE)

STUDY GUIDE



**SAMPLE STUDY GUIDE
WITH LIMITED QUESTIONS**

**VISIT US ONLINE FOR
THE FULL VERSION STUDY GUIDE**

<https://delta737palod.examzify.com>



Copyright © 2026 by Examzify - A Kaluba Technologies Inc. product.

ALL RIGHTS RESERVED.

No part of this book may be reproduced or transferred in any form or by any means, graphic, electronic, or mechanical, including photocopying, recording, web distribution, taping, or by any information storage retrieval system, without the written permission of the author.

Notice: Examzify makes every reasonable effort to obtain accurate, complete, and timely information about this product from reliable sources.

SAMPLE

Table of Contents

Copyright	1
Table of Contents	2
Introduction	3
How to Use This Guide	4
Questions	5
Answers	8
Explanations	10
Next Steps	15

SAMPLE

Introduction

Preparing for a certification exam can feel overwhelming, but with the right tools, it becomes an opportunity to build confidence, sharpen your skills, and move one step closer to your goals. At Examzify, we believe that effective exam preparation isn't just about memorization, it's about understanding the material, identifying knowledge gaps, and building the test-taking strategies that lead to success.

This guide was designed to help you do exactly that.

Whether you're preparing for a licensing exam, professional certification, or entry-level qualification, this book offers structured practice to reinforce key concepts. You'll find a wide range of multiple-choice questions, each followed by clear explanations to help you understand not just the right answer, but why it's correct.

The content in this guide is based on real-world exam objectives and aligned with the types of questions and topics commonly found on official tests. It's ideal for learners who want to:

- Practice answering questions under realistic conditions,
- Improve accuracy and speed,
- Review explanations to strengthen weak areas, and
- Approach the exam with greater confidence.

We recommend using this book not as a stand-alone study tool, but alongside other resources like flashcards, textbooks, or hands-on training. For best results, we recommend working through each question, reflecting on the explanation provided, and revisiting the topics that challenge you most.

Remember: successful test preparation isn't about getting every question right the first time, it's about learning from your mistakes and improving over time. Stay focused, trust the process, and know that every page you turn brings you closer to success.

Let's begin.

How to Use This Guide

This guide is designed to help you study more effectively and approach your exam with confidence. Whether you're reviewing for the first time or doing a final refresh, here's how to get the most out of your Examzify study guide:

1. Start with a Diagnostic Review

Skim through the questions to get a sense of what you know and what you need to focus on. Your goal is to identify knowledge gaps early.

2. Study in Short, Focused Sessions

Break your study time into manageable blocks (e.g. 30 – 45 minutes). Review a handful of questions, reflect on the explanations.

3. Learn from the Explanations

After answering a question, always read the explanation, even if you got it right. It reinforces key points, corrects misunderstandings, and teaches subtle distinctions between similar answers.

4. Track Your Progress

Use bookmarks or notes (if reading digitally) to mark difficult questions. Revisit these regularly and track improvements over time.

5. Simulate the Real Exam

Once you're comfortable, try taking a full set of questions without pausing. Set a timer and simulate test-day conditions to build confidence and time management skills.

6. Repeat and Review

Don't just study once, repetition builds retention. Re-attempt questions after a few days and revisit explanations to reinforce learning. Pair this guide with other Examzify tools like flashcards, and digital practice tests to strengthen your preparation across formats.

There's no single right way to study, but consistent, thoughtful effort always wins. Use this guide flexibly, adapt the tips above to fit your pace and learning style. You've got this!

Questions

SAMPLE

- 1. What is the basic description of the V/S pitch mode?**
 - A. Vertical Speed commands pitch guidance to maintain the selected vertical speed.
 - B. The aircraft automatically climbs to the selected altitude when V/S is active.
 - C. V/S maintains constant altitude without changing pitch.
 - D. V/S mode controls thrust to hold a target airspeed.
- 2. What happens to the A/T when the second TO/GA push is performed with A/T ARM?**
 - A. A/T Arm disengages
 - B. Thrust remains at current setting
 - C. A/T advances to full go-around N1 limit
 - D. TO/GA switch resets
- 3. Where are takeoff and landing visibility requirements located?**
 - A. Ops Specs Section of the Aircraft Manual
 - B. Ops Specs Section of the Airway Manual
 - C. Ops Specs Section of the Flight Manual
 - D. Ops Specs Section of the Airport Manual
- 4. CLIMB and RATOW weights are presented in what units on the WDR?**
 - A. Pounds
 - B. Thousands of pounds
 - C. Kilograms
 - D. Tons
- 5. What is the guidance regarding FMC predicted values in terms of font and restrictions?**
 - A. FMC predicted values are shown in small font and do not act as restrictions.
 - B. FMC predicted values are shown in large font and act as restrictions.
 - C. FMC predicted values are hidden.
 - D. FMC predicted values are shown in bold.

- 6. Which statement describes the takeoff reference page's role in V-speeds during takeoff?**
- A. It displays weather and wind.
 - B. It shows engine parameters.
 - C. It indicates fuel burn.
 - D. It provides immediate access to V-speeds during takeoff if V-speeds are inadvertently removed from the airspeed display.
- 7. What indicators would prompt consulting ECAM rather than the QRH for a fault?**
- A. Consult ECAM only when maintenance requires.
 - B. Consult ECAM when ECAM displays faults and recommended actions; if fault is not in the QRH and indicates system-level issues.
 - C. Always use QRH first before ECAM.
 - D. ECAM is unrelated to faults; ignore.
- 8. Why must caution be used when selecting APP mode prior to LOC capture?**
- A. To avoid unwanted/premature glideslope capture.
 - B. Because APP disables VNAV.
 - C. Because LOC cannot be captured with APP.
 - D. Because APP only works after LOC.
- 9. Which item is NOT an assumption used in the ODM abnormal section calculations?**
- A. Engine power management during aborted takeoff
 - B. Maximum manual braking (more aggressive than Max Autobrakes)
 - C. Includes distance from 50 feet above threshold to stop (1,500 feet of air distance)
 - D. Standard Day Outside Air Temperature (OAT = ISA)
- 10. Which CRM principle involves team members monitoring each other for errors?**
- A. Clear Communication
 - B. Role Clarity
 - C. Mutual Monitoring
 - D. Error Management

Answers

SAMPLE

1. A
2. C
3. B
4. B
5. A
6. D
7. B
8. B
9. A
10. C

SAMPLE

Explanations

SAMPLE

1. What is the basic description of the V/S pitch mode?

- A. Vertical Speed commands pitch guidance to maintain the selected vertical speed.**
- B. The aircraft automatically climbs to the selected altitude when V/S is active.
- C. V/S maintains constant altitude without changing pitch.
- D. V/S mode controls thrust to hold a target airspeed.

Vertical Speed mode is about controlling the rate of ascent or descent, not a target altitude or a fixed pitch. When you set a vertical speed, the system uses the aircraft's pitch to achieve and maintain that rate of climb or descent. Positive values indicate climbing, negative values indicate descending, and the flight director will command nose-up or nose-down attitude to hold that rate. It won't automatically climb to a specific altitude (that's a separate altitude-hold or capture function), and it doesn't directly control thrust to hold a set airspeed. So the best description is that this mode uses pitch guidance to maintain the selected vertical speed.

2. What happens to the A/T when the second TO/GA push is performed with A/T ARM?

- A. A/T Arm disengages
- B. Thrust remains at current setting
- C. A/T advances to full go-around N1 limit**
- D. TO/GA switch resets

When autothrottle is armed, a TO/GA command instructs the autothrottle to go to takeoff/go-around thrust. Pushing TO/GA a second time re-acknowledges that command, so the autothrottle moves to the full go-around N1 limit. This provides maximum thrust for a safe climb during a go-around. The arm status remains; the action does not disengage A/T or reset the TO/GA switch.

3. Where are takeoff and landing visibility requirements located?

- A. Ops Specs Section of the Aircraft Manual
- B. Ops Specs Section of the Airway Manual**
- C. Ops Specs Section of the Flight Manual
- D. Ops Specs Section of the Airport Manual

Takeoff and landing visibility requirements are set by the airline's operating specifications and are published for crews to reference. Those minimums, such as required visibility or runway visual range for departures and arrivals, are found in the Ops Specs section of the Airway Manual. This section is the authoritative source that ties the company's approved minima to its routes and airports, ensuring consistent, compliant operations across the network. The Aircraft Manual focuses on aircraft-specific limits and performance, the Flight Manual covers procedures and limitations for flight operations, and the Airport Manual provides airport-specific info. None of those replace the Ops Specs in the Airway Manual for documenting the official takeoff/landing minima.

4. CLIMB and RATOW weights are presented in what units on the WDR?

- A. Pounds
- B. Thousands of pounds**
- C. Kilograms
- D. Tons

Weights on the Weight Data Record are shown in thousands of pounds to keep figures compact and reduce entry errors. For CLIMB and RATOW, a value entered as a number represents that many thousands of pounds, so 180 means 180,000 pounds. This scale matches how performance planning uses weight inputs and avoids the unwieldy six-digit numbers that would come from using pounds directly; using kilograms or tons would require conversions and can lead to ambiguity.

5. What is the guidance regarding FMC predicted values in terms of font and restrictions?

- A. FMC predicted values are shown in small font and do not act as restrictions.**
- B. FMC predicted values are shown in large font and act as restrictions.
- C. FMC predicted values are hidden.
- D. FMC predicted values are shown in bold.

FMC predicted values are advisory and used for planning and awareness rather than as binding constraints. On the 737 FMC, these predicted numbers (like target speeds or altitudes along a leg) are shown in a small font to signal they're estimates the crew can use for anticipation. They do not restrict actions; you still follow ATC clearances and any aircraft or in-flight limits. If you see them in large font or bold, that would imply a binding constraint, which is not how the FMC presents predictions. Keeping them in a small font reinforces that they're guidance, not mandates.

6. Which statement describes the takeoff reference page's role in V-speeds during takeoff?

- A. It displays weather and wind.
- B. It shows engine parameters.
- C. It indicates fuel burn.
- D. It provides immediate access to V-speeds during takeoff if V-speeds are inadvertently removed from the airspeed display.**

During takeoff, knowing V-speeds (V_1 , V_r , V_2) is essential for safe performance. The takeoff reference page is designed as a quick, on-demand source of those speeds, so if the V-speeds are inadvertently removed from the airspeed display, you can still access them immediately from this page. This backup display keeps you informed of the required speeds for the takeoff configuration, weight, and runway conditions, without waiting to recover or cross-check from other sources. The other items—weather and wind, engine parameters, fuel burn—are handled by separate displays and are not the takeoff-speed reference role. Therefore, the takeoff reference page provides immediate access to V-speeds during takeoff when the airspeed display is missing V-speeds.

7. What indicators would prompt consulting ECAM rather than the QRH for a fault?

- A. Consult ECAM only when maintenance requires.
- B. Consult ECAM when ECAM displays faults and recommended actions; if fault is not in the QRH and indicates system-level issues.**
- C. Always use QRH first before ECAM.
- D. ECAM is unrelated to faults; ignore.

ECAM is the onboard fault diagnosis and action guide. When ECAM shows a fault, it not only identifies what happened but also provides the recommended actions to manage that fault in real time. If the fault isn't listed in the QRH, or it suggests a broader system-level issue, ECAM becomes the primary reference because it is specifically designed to handle the aircraft's current fault state and its system-wide implications. So the indicators are: a fault displayed by ECAM with explicit recommended actions, and a note that the fault is not covered by the QRH (and it appears to reflect a system-level problem). In those cases, following ECAM guidance is the appropriate choice. The QRH is for predefined abnormal procedures and may supplement ECAM, but it doesn't replace ECAM for faults that ECAM identifies.

8. Why must caution be used when selecting APP mode prior to LOC capture?

- A. To avoid unwanted/premature glideslope capture.
- B. Because APP disables VNAV.**
- C. Because LOC cannot be captured with APP.
- D. Because APP only works after LOC.

When you select APP, the autopilot switches to follow the ILS approach path, focusing on localizer (and glideslope if available) guidance. In this mode, VNAV from the flight plan is disabled, so the vertical guidance you normally rely on from VNAV is no longer active. That means you must manage altitude manually or with another vertical mode until the approach guidance is captured, to avoid descending with an unsupported vertical path. APP can be used to capture the localizer and glideslope, so the concern isn't that LOC can't be captured with APP or that APP only works after LOC; it's about the loss of VNAV guidance once APP is engaged.

9. Which item is NOT an assumption used in the ODM abnormal section calculations?

- A. Engine power management during aborted takeoff**
- B. Maximum manual braking (more aggressive than Max Autobrakes)
- C. Includes distance from 50 feet above threshold to stop (1,500 feet of air distance)
- D. Standard Day Outside Air Temperature (OAT = ISA)

In the ODM abnormal section calculations, a fixed, standardized set of conditions is used to estimate stopping performance under abnormal scenarios. This includes assuming the most effective manual braking achievable (even more aggressive than Max Autobrakes), using a defined air distance from 50 feet above the threshold to stop (1,500 feet), and applying Standard Day conditions (OAT = ISA) to normalize air density. These elements provide a consistent baseline for comparison and calculation. Engine power management during an aborted takeoff is not part of those fixed assumptions. Thrust decisions during an aborted takeoff are pilot-driven and can vary, which would introduce variability into the calculations. Because the ODM framework relies on stable, non-variable inputs like braking capability, a fixed distance, and ISA conditions, this item isn't used as an assumption in the abnormal section.

10. Which CRM principle involves team members monitoring each other for errors?

- A. Clear Communication
- B. Role Clarity
- C. Mutual Monitoring**
- D. Error Management

Mutual monitoring is the practice where crew members continually watch each other's actions to spot and correct mistakes before they become problems. It creates a safety net through peer-checking: one person performs a task while the other keeps an eye on instruments, settings, and procedures, ready to intervene if something looks off. This ongoing vigilance helps catch errors early and reinforces a team culture where members look out for one another and feel empowered to speak up. While clear communication, role clarity, and error management are important CRM elements, mutual monitoring specifically targets the continuous peer-checking that prevents errors from slipping through. In practice, teammates verify critical steps, cross-check data, and step in to correct course as needed.

SAMPLE

Next Steps

Congratulations on reaching the final section of this guide. You've taken a meaningful step toward passing your certification exam and advancing your career.

As you continue preparing, remember that consistent practice, review, and self-reflection are key to success. Make time to revisit difficult topics, simulate exam conditions, and track your progress along the way.

If you need help, have suggestions, or want to share feedback, we'd love to hear from you. Reach out to our team at hello@examzify.com.

Or visit your dedicated course page for more study tools and resources:

<https://delta737palod.examzify.com>

We wish you the very best on your exam journey. You've got this!

SAMPLE